

**Amendments to the Claims:**

This listing of claims will replace all prior versions, and listings, of claims in the application:

**Listing of Claims:**

1. (Currently amended) A circuit arrangement comprising a low-temperature circuit (NK) for cooling charge air (13) that is fed to an engine (8) in a motor vehicle equipped with a turbocharger, ~~characterized in that~~ wherein the charge air (13) is compressed in two stages in a first low-pressure turbocharger (1) and a second high-pressure turbocharger (2), where, in order to cool the charge air (13), a first cooler (3) is provided downstream of the low-pressure turbocharger (1) and upstream of the high-pressure turbocharger (2), and a second cooler (4) is provided downstream of the high-pressure turbocharger (2) and upstream of the engine (8).
2. (Currently amended) The circuit arrangement as claimed in claim 1, ~~characterized in that~~ wherein a low-pressure charge air/coolant cooler (3) is provided for the first cooling of the charge air (13).
3. (Currently amended) The circuit arrangement as claimed in ~~claim 1 or 2,~~ claim 1, ~~characterized in that~~ wherein a high-pressure charge air/air cooler (4) is provided for the second cooling of the charge air (13).
4. (Currently amended) The circuit arrangement as claimed in claim 3, ~~characterized in that~~ wherein the high-pressure charge air/air cooler (4) is arranged alongside a low-temperature cooler (5) and, seen in the direction of air flow of the cooling air (15), upstream of a main coolant cooler (6).
5. (Currently amended) The circuit arrangement as claimed in claim 4, ~~characterized in that~~ wherein the front face of the low-temperature cooler (5) takes up 20% to 50% of the total front surface.

6. (Currently amended) The circuit arrangement as claimed in ~~one of claims 1 through 5, characterized in that~~ claim 1, wherein the low-temperature circuit (NK) is independent of the engine cooling circuit (MK) and has its own pump (~~10~~) for delivering the coolant (~~14~~).
7. (Currently amended) The circuit arrangement as claimed in claim 6, ~~characterized in that~~ wherein the pump (~~10~~) in the low-temperature circuit (NK) is arranged between the low-temperature cooler (~~5~~) and the low-pressure charge air/coolant cooler (~~3~~) or between the low-pressure charge air/coolant cooler (~~3~~) and the low-temperature cooler (~~5~~).
8. (Currently amended) The circuit arrangement as claimed in ~~one of claims 1 through 5, characterized in that~~ claim 1, wherein the low-temperature circuit (NK) is part of an engine cooling circuit (MK).
9. (Currently amended) The circuit arrangement as claimed in claim 8, ~~characterized in that~~ wherein the low-temperature circuit (NK) branches off from the pressure side of a pump (~~9~~) from the engine cooling circuit (MK) and is fed back to the engine cooling circuit (MK) at the engine outlet.
10. (Currently amended) A method for operating a circuit arrangement (K) as claimed in ~~one of the preceding claims, characterized in that~~ claim 1, wherein the charge air (~~13~~) is cooled in at least two stages, in each case after a compression.
11. (Currently amended) The method for operating a circuit arrangement (K) as claimed in claim 10, ~~characterized in that~~ wherein the charge air (~~13~~) after the intermediate cooling in the low-pressure turbocharger (~~1~~) has a temperature of between 40°C and 110°C.